

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION 50X1-HUM

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THE APPRAISAL OF CONTENT IS TENTATIVE.
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1. The sector of the Brno - Havlickuv Brod railroad line between Pribyslav and Pohled - Sector 11 - is under construction. The work is being carried out by Baraba, National Enterprise. Sector 11 is 12 kilometers long. The following individual projects are involved:
- a. Double-tracking the line.
 - b. Constructing an overpass for the Pribyslav - Polna highway at Kilometer 106.5 or 106.6.
 - c. Constructing a steel bridge across the Sazava River at Kilometer 106.94. This structure was to be supplied and assembled by the Vitkovice Klement Gottwald Iron Works.
 - d. Constructing an underpass for the Pribyslav - Slapanov road at Kilometer 107 or 107.1.
 - e. Constructing an underpass for the Pribyslav - Hesov road at Kilometer 108 or 108.2.
 - f. Constructing an underpass at Kilometer 108.9 or 109, leading to fields.
 - g. Constructing an underpass at Kilometer 113.5 or 113.6, leading to fields.
 - h. Constructing an underpass in the town of Pohled at Kilometer 118.3 or 118.4.
2. The bridge at Kilometer 106.5 or 106.6 is 50.1 meters long and 9.4 meters wide; the roadway for vehicles is 8 meters wide and there are sidewalks for pedestrians on each side, each 0.7 meters wide. The capacity of this bridge is 60 tons. The following concrete mixtures were used for various parts of this structure:
- a. The horizontal beams and supporting arch were made of "f" concrete, i.e. 350 kg. of cement for each cubic meter of mixture.

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- b. For the bases, "c" and "d" cement were used, i.e. 200 kg. and 250 kg. of cement respectively for each cubic meter of mixture.
 - c. The supporting pillars were made of "a" cement, i.e. 300 kg. of cement for each cubic meter of mixture.
 - d. The spaces between the horizontal beams of the roadway and the pillars supporting the arch were filled with "a" cement, i.e. 100 kg. of cement to each cubic meter of mixture.
3. Construction of the track in Sector 11 started on 3 January 1950. One of the most serious problems appeared to be the lack of manpower. The cadre officer, Kopecky (fnu), of the main office in Prague, solved the problem by sending a number of agents to Slovakia to recruit laborers of Slovak and Hungarian nationality there by promising extremely high wages. A skilled laborer was promised 30 Kcs. per hour, and qualified workers as much as 70 Kcs. Kopecky was well aware that he would not be able to keep such promises, but at the same time he knew that once the workers were registered with the Labor Exchange and the National Health Insurance they would be unable to leave. His agents were successful and brought back some 200 workers from Slovakia.
 4. These workers soon realized that they had been deceived, as the wages of unskilled laborers shrank to 20 or 22 Kcs. per hour and those of qualified construction workers to 35 or 37 Kcs. per hour. This provoked unrest and a strike was imminent. Kopecky called the police and the workers had to resume work.
 5. Baraba, National Enterprise, was given the task of carrying out the project in Sector 11. In order to get more laborers, the main office began to negotiate with the headquarters of the Czechoslovak Youth Association (CSM), with the result that 120 "voluntary" brigade workers--law students--were sent to the project in August 1950. They were to stay one month and their working day was fixed at 7 hours a day. They were organized into working teams, each of 20 to 30 men, with one leader and one planner for each team.
 6. The construction officials did not behave toward these students as they did toward the regular workers. They realized that the students were not used to manual labor and so they assigned them to easy jobs which permitted high fulfillment of the plan. Good results in their work were of extreme importance for the students because most of them were in their last semester and if they had failed to show good results and thus manifest their "positive attitude toward the working class" they would not have been admitted to the final examinations. There were 12 women among the students. They all lived in a nearby camp with a kitchen attached to it.
 7. In August 1951, another youth brigade was brought to the building site. This time there were 100 or 120 young men and women from the vocational training schools at Jablonec nad Nisou and Karlovy Vary. These young persons had a very different attitude. Although they were representatives of the true working class, they were less conscientious workers than the students from the universities, were undisciplined and would often refuse jobs to which they had been assigned. In fact, they caused a great deal of damage to tools, instruments and material. They were very unpopular among the construction personnel and only the cadre officer responsible for the Brno - Havlickuv Brod line, Simajchl (fnu), was on their side. 50X1-HUM
 8. There was only one shock worker in the sector. He was Cakin (fnu), [redacted] e
 9. Work on the construction project was hampered by shortages of materials and even the available material was usually of inferior quality, of the wrong measurements, etc.

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For example, special lead sheets were delivered to Sector 11 seven months late; instead of being one mm. thick, as required, they were five mm. thick and had to be hammered out on the spot.

10. For the bridge at Kilometer 106.94, only a limited quantity of special stone blocks was available, sufficient for two layers only. The rest had to be made of concrete, and this made the pillars and wings look miserable. Iron rods were in a state of advanced rusting, and the rust stained the whole structure a brownish color. The openings for demolition charges could not be finished because pipe was not delivered at all.
11. The machinery situation was equally deplorable. Six mixing machines, two of them having a capacity of 250 liters each and four having a capacity of 500 liters each, were not delivered until seven months after the project had been opened. One of the two diesel engines, of the Slavia type, which arrived after a delay of six months, was unfit for operation after three days. Special hammers, shovels, etc. used on the project were made of inferior metal and working with them was not only difficult but also dangerous.
12. Technical equipment of the drafting offices of Baraba was insufficient, and many draftsmen had to use their own equipment. The Narpa, National Enterprise, stationery firm of Prague, Prikopy, which is supposed to carry drafting supplies, had only the most primitive articles in stock. Sets of drawing instruments were not on sale. T-squares and rulers were made of green and warped lumber, and small ordinary rulers made of aluminum were inexact and cost 200 Kcs. In the offices of Baraba there were only a few real drawing desks. The draftsmen used to turn ordinary office desks into drafting tables by placing two bricks underneath them.
13. The chief engineer in charge of a construction project was allowed to spend 500 Kcs. monthly on stationery and technical supplies. It was nobody's concern how and where he managed to secure these supplies. This allocation of funds was extremely low in the light of the prohibitive prices of stationery. For example, one sheet of paper cost 0.80 Kcs. and one penpoint cost 0.40 Kcs.

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Sketch of the rail

